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## DEATHS.

At Tenerife, THOMAS WALLACE McLEATH, of London, formerly of Shanghai.  
On November 21st, at Vancouver, B.C., Canada, LILLIAN, the wife of GEORGE R. ANNE, and eldest daughter of JAMES and LILLIAN WARE, Shanghai, aged 25 years.

HONGKONG OFFICE: 10A, DES VERT ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, DECEMBER 28TH, 1910.

In a recently-published book dealing with the industrial developments in England in the eighteenth century, it is recorded that at the beginning of the century English industry was carried on under medieval conditions: at the end of it the conditions were almost those which now prevail. In the days of Queen ANNE, England was a pastoral country exporting corn and raw materials, and as regards manufacturing industries less advanced than her Continental contemporaries. "There were few industries," we read, "and those domestic. Here and there were localities in which infant industries were showing signs of organization, principally in places in which immigrant aliens had settled, driven from their own lands by foolish religious persecutions and bringing with them knowledge and skill to say nothing of character and courage, which their ignorant persecutors were too bigoted to appreciate." The parallel between the state of England in the eighteenth century and the state of China in the present is obvious. China is on the eve of a great industrial as well as political revolution. Just as mechanical power

revolutionized English industry and filled the land with factories in which all descriptions of goods were produced by machinery, so may we note now the beginnings of a development in China which is destined before this century closes to change the whole aspect of life in this vast country. China in this respect has this advantage over the Great Britain of a century ago: mechanical power was then in its infancy; for China there are available mechanical appliances which have been brought by Western science and ingenuity to the highest pitch of perfection, and on that account more rapid advancement is possible if the inclination or rather the determination exist as we believe it does. It is true that it will be many years before China ceases to be the cheapest labour market in the world, or one of the cheapest, but there can be no question that the awakening of China represents the beginning of an appreciation of all values throughout the empire, just as was the case in England in the eighteenth century and in Japan in the latter half of the nineteenth century.

When we contemplate the future of China, now that she is arousing from the sleep of centuries, in the light of the experience of other countries, so far as their industrial development is concerned, we can conjure up in our minds the picture of a China vastly different at the end of the century from what it is now. We are not among those who fear that the industrial revolution in China on Western lines spells industrial ruin in foreign countries. Just as the wants of every other country have increased *pari passu* with its development and progress, so are the wants of China likely to steadily increase. In the last forty years the sterling value of the imports from foreign countries into China has trebled, and still the value last year fell short of \$55,000,000. The trade of Japan amounts to nearly as much. Compare this figure with Great Britain's imports, which amount to six hundred millions sterling a year, or with the imports into the United States, which amount to about two hundred and forty millions a year, and we can form some idea of the benefits likely to accrue to the trade of the world from the industrial development of China and the higher standard of living for the Chinese people which will inevitably follow.

Yesterday was another blank day at the Magistracy.

The English mail of the 26th November was delivered in London on the 24th inst.

His Excellency the Governor has been pleased to approve that 2nd Lieut. Churchill, Ceylon Light Infantry, be attached to the Infantry Company of the Hongkong Volunteer Corps.

On the 25th instant a band of eight armed robbers held up a number of stallholders in the Yuen Long market in the New Territory. They looted the homes of their victims and escaped with a considerable quantity of clothing and money.

Mr. William Clarke Cowie, chairman and managing director of the British North Borneo Company, of Mayfield, Blackheath Park, and 37, Threemilestone-street, E.C., who died on September 14, left £53,759. With the exception of a legacy to the executor, the whole of the property goes to his wife and two children.

The party wall between Nos. 1 and 3, Shelley Street is believed to be giving way. On Monday one of the occupants notified the police that the houses were unsafe, the police forwarded the information on to the Public Works Department, the occupants were ordered to quit immediately, and the buildings were shored up preparatory to repairs being effected.

From Peking the *China Critic* learns that the Board of Communications has decided to accede to the request of Germany and start work on the line connecting Tientsin, on the Tientsin-Peking Railway, as soon as the Northern section of the former Railway is completed next year. It is expected that the construction of the Kineochon-Lohon Line will be taken in hand simultaneously.

On Christmas Eve a junk was pirated in Deep Bay, near Chekwan. The vessel was boarded by eight men armed with revolvers who are said to have come from Chinese territory. Their threats of vengeance had the effect of quelling the frightened seamen, and the pirates promptly transferred all the valuables on the junk to their own boat and steered for the Chinese littoral.

The Oriental Development Company, says the *South Press*, has received an unexpectedly large number of applications for settlement in Chosen from Japanese farmers. It is stated that the company has decided to accept the application of seven organized bodies and about one hundred individuals and negotiations are now being carried on between the company and those applicants. In January next representatives of the would-be settlers are expected to arrive in Chosen to make preparations, while the settlers themselves, numbering some 600 in all, will arrive by March or April next.

Mr. Ivan Chen, First Secretary to the Chinese Legation, will leave London early in January for the Foreign Office in Peking.

A Chinese contemporary at Peking reports that the Hankow Electric Lighting Company has contracted a loan of one million two hundred thousand dollars from a Japanese financial concern. The contract has been signed by the Viceroys.

The *Northern Times* publishes the following special dispatch:—"One hundred and twenty guilds at Canton have combined to protest against gambling. Notices are scattered broadcast demanding that gambling houses be closed within three months. If their demand is not acceded to, they will take the matter into their own hands."

Monday was devoted by the Volunteers, Scouts and Reserves to field operations in the New Territory, about 250 all told being engaged. The scheme was that the Scouts were to advance from Fanling and threaten the important railway centre of Tai-po, it being the duty of the Volunteers to prevent them from cutting the railway line. The decision of the umpire is not made known yet.

There are two new events in the programme of the Hongkong Jockey Club meeting next February. On the first day there will be a race over a mile course for the Gold Cup presented by the Officers of the Buffs before their departure from the Colony. The other new race is for the American cup presented by American citizens resident in Hongkong. This race takes place on the third day. A handsome cup from Tiffany's reached the Colony a few days ago.

It has become clear, the *South Press* states, that the bean crop in Chosen was remarkably good this year. It is estimated that the total yield of beans exceeded 2 million koku this year, whereas in 1908 it was 1,920,000 koku and in 1909 1,530,000 koku. Thanks to this, as well as to the comparatively high prices ruling at the market in Japan proper, Korean beans are being exported there in large quantities. The total amount of Korean beans exported last year was 2,826,285 yen in value, but this year up to the end of November the exportation of beans has already amounted to 4,711,535 yen. It is expected that during the present year the Korean bean export will amount to over 5 million yen in value.

According to the vernacular Press, U.E. Wu Ting-fung, the Ex-Minister to Washington, now residing privately at Shanghai, is likely to come back to public life. His diplomatic experience and legal learning have given him a very high reputation in the eyes of both Chinese and foreigners. Having declined the invitation of the Commissioners for the Study of Constitutional Government to join the Bureau, the Grand Council intends to appoint his Excellency as the Treaty Revision Commissioner at Shanghai in the place of H.E. Shang Hsuan-hsi. The legal knowledge of H.E. Wu Ting-fung, particularly in relation to commercial law, is it remarked, will come in useful in the drafting of commercial treaties.

## HONOURING A U.S. NAVAL COMMANDER.

Commander Edgar, of the U. S. Navy, who has been appointed to succeed Commander George S. Salisbury in the command of the United States ship *Wilmington*, now in Hongkong harbour, took charge on Monday, and yesterday Commander Salisbury left Hongkong for Manila en route to take up his duties as Governor of the island of Guam. On leaving the *Wilmington* yesterday to take passage in the *Tean* for Manila the retiring commander was complimented by the officers of the ship in a peculiarly naval way, the ward-room officers of the *Wilmington* manning the gig which carried him first to the *Tean* and later to Fluke Pier. As the Governor-elect entered the gig the Chief Boatman's mate and four chief petty officers manned the side of the ship and when the gig pulled away from the ship all hands on deck gave three rousing cheers. The compliment of being piloted ashore by his officers is the greatest a naval officer can have when retiring.

## THE "GAZETTE."

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 14 of 1910, entitled—"An Ordinance to amend the Law of Copyright."

The Colonial Treasurer's financial statement for the month of October shows the revenue for the month to have been \$780,516.14, which, plus the balance of assets and liabilities on September 30th of \$150,581.77, gives a total of \$931,097.91. Deducting the expenditure for October of \$767,308.25 the credit balance stands at \$163,789.65. Reimbursement due by railway construction account on September 30th amounted to \$1,065,505.58, and with the debit balance on account of October of \$207,256.77 the total stands at \$1,272,762.35. This, and the balance before mentioned, shows the balance of assets (general account) as \$1,437,552.01.

## LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Nubia* left Singapore for this port on the 25th inst., at 9.30 a.m., and is due here on the 30th inst., at about 5 p.m.  
The P. & O. S. N. Co.'s str. *Bana* is expected to arrive at Singapore on the 5th prox., at 6 a.m.  
The P. M. S. S. Co. str. *Asia* sailed from San Francisco on the 27th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 24th prox.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## A NEW SENSATION IN LISBON.

LONDON, December 27th.

At Lisbon warrants have been issued for the arrest of the ex-Governors and other officials of the Portuguese Land and Mortgage Bank. These include the ex-Premier, Sr. Lusiano Castro, who has been admitted to bail in ten million francs. Other ex-Ministers and eminent people are among those arrested.

## GUN-RUNNING IN THE PERSIAN GULF.

FIGHT BETWEEN BLUEJACKETS AND ARABS.

LONDON, December 27th.

It is reported from Basrah that the British cruiser "Hyacinth" landed a force at Debar, near Lingah, to institute a search for arms in connection with the suppression of the traffic in arms. The Arabs resisted, losing about forty of their number. The British losses were three bluejackets and a sergeant of marines killed, one bluejacket and four marines wounded.

[FROM THE "NORTH-CHINA DAILY NEWS."]

## THE BORKUM INCIDENT.

SENTENCE OF THE COURT.

LONDON, Dec. 23.

Captain Trench and Lieut. Brandon have been sentenced at Leipzig to four years' confinement in a fortress. The Public Prosecutor asked for a sentence of six years' confinement in a fortress, on the ground that this was a case of genuine spying, imperilling the safety of the coasts. Counsel for the defence argued that the offence was uncompleted, because the results were not communicated to any third party.

All who were connected with the case formed the most favourable opinion of Captain Trench and Lieut. Brandon, whose courage, discretion and good sense are believed to have largely contributed to the comparatively mild sentence imposed. The tone of the proceedings was almost friendly, the officers being on the best terms with all about them.

[FROM THE MANILA "CABLENEWS."]

## THE U.S. SHIP SUBSIDY BILL.

Washington, Dec. 21st.

President Taft is taking an unusual interest in the ship subsidy legislation he hopes to get through the present session of Congress. The President is having a bill prepared by friends of the Administration to be submitted in the near future. It is possible that the Humphrey bill will again be put on its way.

The President hopes to have the bill enacted this session. It is said that he will concentrate his efforts chiefly on this measure and that whatever influence the Administration has with Congress will be exerted to get subsidized steamship lines between the United States and the Orient and South America.

## THE UNITED STATES COURT OF COMMERCE.

Washington, Dec. 21st.

President Taft has appointed and the Senate has confirmed Martin A. Knapp, formerly chairman of the Interstate Commerce Commission, to be Chief Justice of the new Court of Commerce created by the last session of Congress.

[Martin Augustine Knapp was born in Spafford, New York, in 1843. He graduated from the Western University in 1861, and later took further degrees there, including that of LL.D. He was admitted to the New York bar in 1869, and in 1891 he was appointed to the Interstate Commerce Commission and has been a member of it ever since till his appointment to the new court. The last of his service on the Commission was as chairman.]

## SING A SONG OF STATESMEN.

[HENRY NEWBOLT IN THE "SPECTATOR."]

Sing a song of statesmen,  
A pocket full of power,  
Half a thousand new Lords  
Baked in an hour!  
When the Houses opened  
The Lords began to eat;  
Wasn't that a pretty game  
To catch a statesman at!  
Pat was in the pigsty  
Counting out his money,  
Tuffy was at Limehouse  
Breathing milk and honey!  
The Leader, in the Throne-room,  
Was down upon his knees—  
By came a mocking-bird  
And stole his guarantee!

## DEATH OF MR. L. A. MUSSO.

His many friends in Hongkong will regret to learn of the untimely death of Mr. L. A. Musso yesterday, when he succumbed from an abscess on the liver from which he had been suffering for over two months. Mr. Musso, who was 35 years of age, was a native of Hongkong. He was educated at a college at Naples, and afterwards at the university. On completion of his education he returned to the Colony, where he has been in business for nearly eleven years. The deceased gentleman identified himself with all kinds of sport, especially rowing. This latter exercise was with him a hobby, and scarcely a day passed without his going out in one of the V.R.C. boats. His devotion to the sport made him one of the foremost oarsmen in the Colony, and he has repeatedly distinguished himself at the Hongkong and V.R.C. regattas, where he has stroked many boats to victory from 1903 until last year. On November 24th, 1905, at Canton he beat in single sculls W. O. Koehler, the present champion of Shanghai. On the following day in the double sculls he beat the famous Imhoof of Canton.

When his illness became acute, Mr. Musso, was most assiduously and affectionately nursed by his brother, Chevalier G. D. Musso, a well-known lawyer of Shanghai, who has been for the past five weeks in Hongkong, and has passed most of his time at his brother's sick bed in the Peak Hospital. Mrs. Musso and child are at home.

Deceased bore his sickness and protracted suffering with great resignation, and during the last few days of his life was attended at night by two Sisters of the Italian Convent. Bishop Pozzoni visited the sufferer almost daily last week, and administered the sacraments. Deceased was buried in the Catholic Cemetery at Happy Valley yesterday afternoon, many of his friends, including Chevalier Volpielli, the Italian Consul-General, the Commander and two other officers of the Italian Cruiser *Calabria*, attending the burial service to pay their last tribute of respect to his memory, and over forty wreaths were sent by sorrowing friends.

## MONDAY'S ORCHESTRAL CONCERT.

The Bank Holiday programme given at the Theatre Royal by the famous Orchestra of the German Cruiser Squadron, assisted by Mr. E. Danenberg, the well-known pianist, and his very promising pupil, Miss Esther Xavier, was of a very varied character, classical, operatic and popular composers being represented. It opened with Wagner's "Rienzi" introduction, followed by Mendelssohn's "Return from Abroad" overture. Both these works the Orchestra played with exquisite sympathy. Accompanied by the Orchestra, Herr Klahn gave a beautiful rendering of Schumann's (a) "Träumerei," after which the Orchestra played Mendelssohn's "Spring Song" with poetical charm, the applause being so enthusiastic that the item had to be repeated. An interesting item was F. Liszt's Concerto No. 1 for Piano and Orchestra, well-known for its extreme technical difficulties. All these Mr. Danenberg overcame with great facility and interpreted the Concerto in the true Liszt spirit.

In the second part the music was much lighter, with the exception of Chopin's "Rondo" for two pianos, played very finely by Mr. Danenberg and Miss Esther Xavier, who has talent of a very high order. She played Chopin's lovely "Nocturne" as an encore, and her interpretation of it was astonishing for her age. The other pieces played by the Orchestra were Gounod's "Faust" fantasia, a Selection from Lehar's "Count of Luxembourg," and the prettiest of all, Keedel's Christmas Time, a work depicting the various Christmas scenes. Herr Richter as usual conducted well throughout, keeping the Orchestra always under perfect control.

## KULANGSU (AMOY) MUNICIPAL COUNCIL.

At the meeting of the Council, held at the Board Room, on the 6th December, there were present: Messrs. W. Kruss (Chairman), C. Lee, H. B. Pike, L. I. Thomas, K. Tansuabara, W. Wilson, and the Secretary.

Despatches were read from the Senior Consul (1) informing the Council that the Consular Body at Amoy approve of the resolution passed at a special meeting of ratepayers, held on the 22nd ult., regarding the expenditure on sinking an experimental artesian well; and one (2) enclosing copy of a translation of a letter from the Mixed Court Magistrate regarding an alleged assault by a constable in the employ of the Municipal Council, and asking the Council to enquire into the case. The Capt.-Superintendent reported the result of his investigation, and it was decided to forward same to the Senior Consul.

An application from Mr. C. Whitfield for a building permit for a house and well on the "Newlyn" site was read and approved, providing he puts in a proper cemented drain to connect with the public drain, and sinks his well on the side nearest "Gualu."

Mr. A. C. Percy, Assistant to the Secretary and C. S. P., tendered his resignation, which was accepted, under certain stipulations which were agreed upon.

## WHAT IS THE TRUTH?

Mr. WINSTON CHURCHILL at Highbury.  
Mr. JOHN BURNS in his Election Address.  
Every single important measure sent by the people's representatives passed than have ever been mutilated or destroyed.

## LOCAL SPORT.

## CRICKET.

H.E.C.C. v. UNITED SERVICES.

The two days match between these teams concluded yesterday afternoon, the result being a well-deserved win for the Club by eight runs and four wickets. When the Services went to the wickets yesterday they had a lead of over 100 runs, and the trundling did not appear to trouble them greatly, Chapman compiling 76, Houghton 37 and Murray 28. When the last man was bowled the total stood at 243, and this with the previous day's total of 284 made the aggregate score 527. The Club thus started on their second innings requiring 243 runs to equalise, and it was not generally anticipated that they would knock this score together in the afternoon. Thanks to the splendid batting of R. Hancock, Turner and Ellborough, however, the feat was accomplished. Hancock contributed the excellent score of 176 and carried his bat, while Turner, who was also not out, contributed 63, and Ellborough's score stood at 43 when he was caught. Yesterday's scores and analyses follow:—

## UNITED SERVICES.

First Innings	Second Innings
Lt. Thorp, c. Claxton, b. Young	21
Capt. Chapman, b. Young	76
Lt. Murray, R.N., c. and b. Bird	23
Lt. Houghton, c. R. Hancock, b. Bird	37
Capt. Hughes, c. Claxton, b. Bird	43
Mr. Hancock, c. and b. Hancock	176
Lt. Baynall, b. Bird	20
Lt. Williams, b. Sharpe	7
Capt. Garnett, c. Pearce, b. Young	0
Col. Hamilton, b. Bird	0
Lt. de Houghton, not out	0
Extras	7

Total	Bowling Analysis
Bird	19 2 101 5
Percy	2 1 40 1
Sharpe	6 1 23 2
Young	13 0 56 2
R. Hancock	4 0 13 0

First Innings	Second Innings
R.E.O. Bird, c. Murray, b. Thorp	0
M. M. Mase, b. Hancock, b. Thorp	0
Sr. H. Young, c. Houghton, b. Thorp	0
A. A. Claxton, b. Hamilton	24
A. C. Ellborough, c. de Houghton, b. Houghton	43
Lt. Houghton	176
R. Hancock, not out	22
T. R. Pearce, b. Houghton	63
W. C. D. Turner, not out	63
Extras	28

Total	Bowling Analysis
Hamilton	19 1 43 2
Thorp	13 5 48 2
Bagnall	13 0 70 0
Houghton	22 2 17 1
Garnett	13 0 10 0

## H.E.C.C. v. POLICE.

Played on the ground of the Police Recreation Club at Happy Valley yesterday afternoon, this league match ended in a win for the visitors by six runs and three wickets. The scores and analyses were as follows:—

POLICE.	H.E.C.C.
P. F. J. Wodehouse, run out	3
W. Kent, c. and b. Lowe	4
W. Pitt, b. Lowe	3
D. McHardy, b. Lowe	3
A. Langley, c. and b. Lowe	83
J. H. Kerr, b. Leith	5
G. Hogarth, b. Leith	5
W. Cooper, not out	13
K. McManus, b. Hogarth	1
W. Withers, b. Lowe	1
J. Ogg, b. Leith	11
Extras	5

Total	Bowling Analysis
Lowe	13 4 31 3
Leith	9 0 31 2
Long	6 0 20 1
Aubrey	3 0 18 0

POLICE.	H.E.C.C.
A. C. Leith, c. Pitt, b. Kerr	58
A. Mackenzie, c. Pitt, b. Kerr	9
J. Hall, b. Kerr	0
A. F. Davidson, c. Kerr	0
A. E. Lowe, b. Hogarth	9
Dr. Atkinson, b. Cooper	32
Dr. Aubrey, not out	22
R. F. Long, c. Pitt, b. Cooper	9
Extras	11

Total	Bowling Analysis
Kerr	14 3 50 4
Kent	6 0 15 0
Hogarth	6 0 22 1
Cooper	2 0 13 2

## RUBBER.

HOPEFUL SENTIMENT AS TO FUTURE DEVELOPMENTS.

The special representative of the London *Evening Standard* writing on the 26th ult. said:

"The situation has undergone no marked change, but there none the less exists a pretty hopeful sentiment as to the future trade developments."

Meanwhile holders of the raw product and those interested in plantation rubber shares seem satisfied with the maintenance of stability in market conditions since the general improvement which has taken place recently. So many have been their disappointments during the last season that they wisely do not look for any startling developments, at any rate this side of the New Year, though they are confident that the process of recuperation will sooner or later be hastened by reviving activity in the consuming trades. The condition of these has been to some extent dislocated by the higher prices which had to be charged for rubber goods when crude rubber rose beyond 12s. a lb. Since then there has been some readjustment of selling prices by manufacturers, but there is reluctance apparent to proceed with further revision lest the price of the raw article should advance materially.

The opinion gains ground that the product will probably see higher prices, possibly up to 8s. a lb., when the buying season is in full swing, and American consumers start replenishing their stocks on a basis more commensurate with their needs. At the same time there are people who rather take the view that a fall to 5s. or so is to be anticipated in the spring. This seems, however, to be unduly pessimistic. At all events, much depends on the extent to which the world's requirements develop and to the growth of output from the plantations in the Middle East. Unsettled stock, it is true, have accumulated somewhat during the spell of depression, but this, after all, does not amount to very much, when it is remembered that supplies in consumers' hands have also run very low. The replenishment process on a rallying market will perhaps constitute one of the most important factors in the regulation of prices in the near future, and there is just a possibility that unsold stocks may be drawn upon this season to a notable extent.



## THE STRAITS FREIGHTS BILL.

OPERATION OF THE MEASURE  
SUSPENDED IN THE COLONY.

The Legislative Council of the Straits Settlements met on the 17th inst. for the purpose of considering a motion exempting from the operation of the Freight and Steamship Bill 1910, all the Settlements of the Colony.

Introducing the motion, which was couched in the following terms:—"That this Council exempt from the operation of the Freight and Steamship Ordinance, 1910, all the Settlements of the Colony."—Mr. Evans said the bill was duly transmitted to the Secretary of State to be laid before the King, but up to the present no intimation had been received that His Majesty approved of or disapproved of it, or had given any further directions upon it. A memorandum by his Excellency [reproduced below] set out in some detail the steps which led to the present situation, but it was perhaps convenient to briefly refer to those steps now. From the very first conception of the bill, his Excellency had expressed the hope that it would never be necessary to bring it into operation, but that the persons against whom it was directed would appreciate that Government was determined to put a stop to the objectionable combination of shipowners and shippers, and that those persons would in consequence make other arrangements by which the necessity for the ordinance would be obviated. Government objected to the agreement between shipowners and shippers, by which the latter were bound to support the former in keeping up freight rates. It also objected to a divided amongst a few. It further objected to the inclusion within the net of the conference of all manner of produce, valuable or cheap; but it would be content with a form of conference, if such were desired, which would include only the more valuable articles of produce, the freight on which bore only a small proportion to the cost of production.

## CONFERENCE IN LONDON.

If the conference was prepared to amend its agreements and regulations on these lines, the Government felt that it would attain the object: it set out to accomplish, and the merchants of the Colony would have a free hand to ship their produce by conference steamers or any others. In pursuance of this object, Government had held interviews with representatives of the conference, on the one hand, and had endeavored to arrange a basis upon which negotiations might be entered into between Government and the conference. The result had been forwarded to the conference managers at home and to the Colonial Office, the result being that subject to this basis Government was prepared at the desire of the conference to enter into negotiations. The political situation at home had, however, interfered with a speedy decision, but on Thursday last Government received from the Secretary of State intimation that the conference was prepared to consider the abolition of this 5 per cent. special commission in future agreements, and to negotiate generally on the situation if the Governor could arrange to see them for that purpose. His Excellency had made arrangements for a short visit to England and with the approval of the Secretary of State had decided to accept the conference suggestion, if time became necessary to exempt the Colony from the operation of the ordinance. No doubt many would blame the Government and tell it that, notwithstanding its fine words, it was after all afraid of the conference and was climbing down. He was not prepared to admit Government was afraid, but he would admit that Government would prefer to see a friendly arrangement by which the Colony would still have the assistance of the splendid fleet of steamers now calling here, while at the same time the trade would be sufficiently rough, cheap cargo to attract to the wharves many steamers which are now daily passing our gates because there is nothing for them if they call. Government did not wish to drive away the conference ships, because it recognized that they provided a first-class service of steamers and were invaluable to the trade of the Colony. But, Mr. Evans added, we will not allow them to take possession of their own right, which may venture to approach the port. The ports of this Colony are free ports, and this Government is determined that they shall be really free, and that every steamer which desires to come in shall be welcome and that every merchant shall be free to ship his produce by any steamer, or in any way which he thinks fit, without detriment from anyone.

Mr. Saunders seconded the resolution with great regret, because it fell far short of the aims of the Bill. He could only express the hope that any concessions made would be small. It was reported that there had been a certain amount of disturbance in shipping business, which would increase. What steps had the Government taken to protect shippers under these circumstances? At present all the onus rested with the conference.

## THE GOVERNOR REPLIES.

The Governor said that Dr. Galloway practically declared that Government was giving away the object for which the bill was introduced. All his Excellency could say was that as far as Government was concerned, they had given away one lot or other of the object. The object of Government throughout had been, not one of implacable hostility to conferences but an implacable hostility to the conference as it existed in this Colony. In that, Government had the unanimous support and declaration of the Royal Commission which considered the question of conferences in England. The object which Government set out to secure was to put an end to the agreement between merchants and shipowners under which merchants bound themselves not to encourage shipping competition with the conference; bound themselves to assist the conference in maintaining freights; and, in consideration of that obligation, accepted a certain percentage of the total freights earned by the homeward conference. That was an agreement which they, as a Government, considered against public policy, and it was against that they decided to take action by means of that bill. To suggest that they intended to destroy the conference altogether, to forbid, for instance, that a merchant or a group of merchants and a certain shipowner should supply so much tonnage per month or so much produce per month—an agreement which, obviously, might be of great convenience both to the shipowner and the merchant—that was a matter they would not for a moment have interfered with. Nor did they dream of attempting to forbid or interfere with any agreement by which a large shipper should receive, in consideration of the amount of his shipments, special discounts or rebates. Dr. Galloway said they had no guarantee that the conference would not refuse to take cargo after January 1. They had no reason to believe they would do so when they received the announcement that the bill was suspended. They took it that the conference was honorable men, would not make any persistent step which would render any negotiations with them impossible. He did not know that they should ask for any

further guarantee. There was scarcely time, but he thought they might take it that the conference were prepared to do what was indispensable, viz., to leave matters in the status quo until negotiations had either succeeded or failed. He was sorry that as regarded the conference referred to in the memorandum most of it had been under confidential cover, and therefore he was not in a position to lay it before the meeting in *casu*. He thought that a fairly full summary of it had been given, and he hoped it was sufficient to enable members and the public to see that the Government was concerned to see that consistently endeavored to reach an agreement and had no desire to cause such a tremendous dislocation of the trade of the port as would have resulted in the bringing into force of the ordinance. If they had succeeded at least in getting the other side to agree to discuss the question on the basis they knew they were prepared to discuss it he thought they had accomplished something and, at any rate, they had not accomplished it, all they wanted would be another resolution of the Council which would put them in exactly the same position as they were in yesterday.

## THE GOVERNOR'S MEMORANDUM.

On August 23rd, after the shipowners' deputation had interviewed the Secretary of State, Messrs. Anderson and Buckland waited upon me in accordance with instructions from the principals, to ascertain what rates of freight from the Colony were actually high and my grounds for that opinion. I informed them that I was not prepared to discuss rates of freight on individual articles. I agreed in the views expressed by the deputation that it was no part of the business of the Government to attempt to fix reasonable freights, and that even if I were to attempt such a task and obtained some redress, there could not, under existing circumstances, be any guarantee that the reduction would be permanent. The Government considered that rates of freight, as judged by the standard of pre-conference days, were too high and desired a conference limited like the Calcutta conference to certain articles, so that as regards the general trade of the Colony we should have the only possible guarantee—that of free competition for reasonable rates.

The existing agreement between merchants and shipowners was a barrier to that and the Government decided to put an end to it and the tax of 5 per cent. on freight which it loved. I requested them to communicate our views to their principals and informed them that we intended to proceed with the Bill and that the next move lay with them. On receiving the full report of the proceedings at the interview with Lord Curzon, I wrote to his Lordship explaining at length the policy of the Government, and at the same time wrote a letter to the leader of the deputation explaining the position to him, and saying that if he could do anything to bring about an honorable and lasting settlement which would give producers, merchants and shippers all a fair chance, no one would be more pleased than myself. I requested the Secretary of State, if he approved of the terms of my letter, to have it forwarded to Sir James Mackay, and he informed me that he did approve and had sent the letter on.

## REFUSALS OF CARGO.

After the ordinance had been passed and sent home by the mail of November 3, I telegraphed to the Secretary of State that the ordinance had been sent, urging an early decision, as the shipowners were, I understood, refusing to book cargo beyond December 31. At the same time, I repeated my readiness to negotiate on the basis of either a list of articles to which the rebate system might apply, or of a list of articles to which it should not apply, though I would prefer the former, but that the agreement with the merchants to aid in maintaining freights and the special tax must be terminated, though I had no objection to special discounts to large shippers on their own ships. Having been refused from a previous attempt, the Colonial Office had been approached with a view to negotiation, I telegraphed again on November 7, repeating my readiness to negotiate, and that if I could be granted leave next year I would go home for the purpose.

## SECRETARY OF STATE'S ADVICE.

I have now received a message from the Secretary of State informing me that the conference state that they are of opinion that while there may be no difficulty as regards the special commission to the merchants being disallowed in any future agreement, beyond this expression of their views they are not prepared to bind themselves beforehand as to the details of any future conference arrangements, and that they are willing to discuss the situation with me. The Secretary of State adds that he does not regard the answer as very satisfactory, but if I concurred it might be desirable to suspend the ordinance for six months and that I should proceed to England to negotiate with the conference. I have replied that I concur and that I would bring the question of suspension before a meeting of the Council on the 17th inst. next. I added that I presumed that the shipowners would withdraw their orders to refuse to book cargo after December 31.

## THE SUBMARINES FOR HONGKONG.

A recent question of sending submarines to Hongkong for service on the China Station, a question which is being much discussed just now in torpedo circles in the fleet, says the *Globe's* writer on naval topics, speculation is rife among those not in the know as to what means will be adopted to get these small craft to these distant waters, and which class of boats will be sent. I ventured the opinion the other day that the vessels selected would proceed under their own power to Suva, and then be placed in lighters and towed to their distant destination. Possibly they might proceed to Aden before they are placed in barges, as they could easily manage the Red Sea voyage, but there is the consideration of apparatus at this recently equipped port, to get the vessels on board suitable lighters. There is also the question of a mother ship at Hongkong; but this difficulty can be easily surmounted, since there are vessels of the *Vesta* type in the Pacific again, and which could easily be converted into a "parent" for a small submarine flotilla. As the number of boats of the D and E classes become available in goodly numbers for service in the home waters and narrow seas, foreign depots, like Hongkong and Malta, will no doubt be reinforced or stocked with a number of one of the older classes of boats. Whether the A, B, or C classes will first be drawn upon for foreign service remains to be seen; but it is hardly possible that the A will be sent abroad, since they are largely appropriated for harbour defence at home, while the B have Devonport as their headquarters, and their limited cruising area is against their selection. The C class, however, are modern boats with every quality required for service on the China Station, in our present position in submarine development, and as we now have a large number of this class of craft, it may be considered that a few of the first born can be spared for foreign depots.

## NOTES AND NEWS.

## BRITISH OFFICERS AT CHICAGO.

The British Cavalry officers showed up best among the competitors at the Chicago Horse Show. They won five first, five second, and five third prizes.

## HOW TO LIVE LONG.

Mr. John Bigelow, author and diplomat, who was the United States Minister to France during the Second Empire, has just celebrated his ninety-fourth birthday. To a *Mail* representative he has given the following recipe for longevity: "Live cleanly and healthily. Drop irritable business concerns. I was fifty, I realised forty-five years ago, before I was fifty, that it was time for me to retire from active business, and so I retired—that is, I made a business of performing only such labours as were pleasing to me. The result is I have enjoyed my nervous force, vitality, and brain power."

## THE HAND LOOSING ITS CUNNING.

We learn from a French paper that we are in danger of losing the use of our hands. The assertion is made by a medical authority, and a little reflection will lead us to pause before scolding this theory. Our hands in effect are availing ourselves of every mechanical appliance at our disposal. In times past women were still embroiderers and workers of lace, but the sewing machine has deteriorated the work of the hands and fingers, because, in the case of the mercenary worker, it renders a better return for her labour. By degrees the hands become stiff and, in time, says the authority before cited, there will be nothing for the ten fingers to do.

## A DIVINE'S PARROT.

The late Dr. Macgregor, of St. Catharine's, Edinburgh, whose death occurred a few days ago, had a favourite parrot, a brilliant linguist and remarkably "quick study." As he was going into the country for a month Dr. Macgregor arranged with a friend who had a parrot to take charge of his pet. He ordered the parrot to carry the cage to the bird's new home. It was a wet and stormy night, and the parrot, who was a little nervous, and the parrot, who was a minister's man, while the parrot listened. So when he was set down in the parlour of a saintly lady, and the cover removed, the bird addressed himself directly to the other parrot:—"Ye d—d ugly beast, if it wasna for you I wudna hae been out the night."

## WARNING THE DEVIL.

An almost incredible case of superstition is reported from Ribai, near Grosswardein, Hungary (says the *Vienna correspondent*). A recently experienced earthquake, a series of violent shocks shook the neighbourhood, some being so violent that the church bells rang. The villagers were greatly alarmed, and consulted an old woman quack of the place, who declared that the shocks were the groans of the devil, who suffered cold and hunger. Thereupon the peasants threw a number of calves and goats into a chasm outside the village to appease the devil's hunger, and set fire to the bishop's forest in the neighbourhood to provide him with warmth. The quack and several peasants have been arrested.

## A DEPRESSING CUSTOM.

What right have people (asks an American contemporary) to inflict their personal griefs upon friends? Is it right or in good taste for those who have buried their relatives to go about trailing their mourning emblems through thoroughfares which, without their depressing presence, would be gay? Do not the deep-bordered mourning cards and stationery, adopted in bereaved families, tend to advertise grief? It has been known to physicians and psychologists that colour has its distinct effect upon the nervous organisation of every living creature. A patient suffering from a nervous disorder would be permitted to play with mourning cards. It is a question, then, whether the privilege of sending deep-bordered badges of woe through the Government mails should not be prohibited by law as a public nuisance.

## CRIMES IN THE BRITISH NAVY.

A *White Paper* just issued shows that during 1909 106 cases of the Royal Navy were tried by Court-martial. Seventy-two of the offences consisted in striking and attempting to strike a superior officer, while 26 were cases of theft and embezzlement. The total number of sentences was 96, of which 46 were of imprisonment and 50 were of discharge, with or without disgrace; and 48 imprisonment with or without hard labour. During the period under review the total number of cases of summary punishment was 116,342, of which 107,043 were minor punishments. In 31 cases men were dismissed from service, in 2,616 cases imprisonment was the sentence, in 6,499 cases the delinquents were placed in the cells, and 1,234 were sentenced to death. So far as Royal Marines on shore are concerned, there were 37 Court-martial, and in 36 cases sentences were awarded. 12 for desertion, 13 for failure to obey orders, and 11 for making away with property. It is stated that the number of Court-martials in the case of seamen and Royal Marines afloat is lower this year than that for any period since 1898, and since 1906 there has been a steady decline. The cases of mutiny, however, were fewer, while the number of summary punishments is also less.

## COMPULSORY WIRELESS.

Several European countries, says the *Daily Telegraph*, have debated whether the equipment of their passenger ships with wireless telegraph apparatus should be made compulsory. Austria alone has so far taken the plunge. It is announced that all Austrian passenger ships, whose services carry them beyond Gibraltar, must be equipped with wireless telegraph apparatus. Possibly it is a consideration of the circumstances attending the breakdown of the Austrian-Lloyd liner *Trieste* in the Indian Ocean which has led to this decision. This very incident, it may be remembered, was cited by Sir Edward Sassoon in support of his bill for the compulsory adoption of wireless by British shipping. That measure was not seriously pressed upon the attention of the House of Commons, perhaps because of lack of opportunity. It was one of many which expired when Parliament was dissolved.

It is quite likely that Austrian passenger steamship companies engaged in long sea trades have little or no objection to the proposed regulation. Probably, indeed, they have, to some extent, anticipated its requirement. Some interest, however, will attach to the details of the regulation. Sir Edward Sassoon's bill, it may be remembered, would not have become operative for "well over a year." At the expiration of that period no ship, British or foreign, carrying passengers, or fifty persons, including passengers and crew, could leave a British port without a wireless equipment, under a penalty of £1,000. There would be a lien on the ship till the fine was paid. Cases of wireless traffic, it was to be exempt, but even so, the bill was far-reaching as well as drastic. The Board of Trade might possibly think twice before it decided to subject a foreign ship to such a severe penalty, even if it thought a British vessel should be so dealt with. At present, however, the attitude of the Board of Trade appears to be that wireless telegraph is extending so rapidly that there is no need for compulsion.

## GERMANY'S PHENOMENAL DEVELOPMENT.

## SPEECH BY HERR DELBRÜCK.

Berlin, November 25.

For three days the Reichstag has debated in regard to the interpellation of the Socialist Party, which asked what steps the Chancellor intended to take in view of the alleged scarcity of meat in the Empire. The subject has been thoroughly thrashed out in the newspapers, and but few new arguments have been brought forward.

Now, as heretofore, the Socialist and Democratic Parties contend that the mass of the people cannot obtain the meat necessary for their nourishment, and assert that the situation will be improved only if the Government will open the frontiers to foreign cattle. Now, as heretofore, the Government and the parties on the Right declare that there is no need for alarm, and that the increased price of meat is due not to local causes but to reasons which prevail even in countries which pursue a Free Trade policy. The Government also contends that its duty is to watch over the health of the population, and that it would not be fulfilling this duty if it permitted live or slaughtered animals to be imported without thorough veterinary control.

The Secretary of State for the Interior, Dr. Delbrück, to-day delivered a long speech, in which he again defended the Government standpoint. In the first place, he said, the Imperial Health Office has issued a memorandum in which it is proved that the lower classes are not underfed, for there is sufficient meat in the country to furnish the average quantity per head required by the population. He also pointed out the wisdom of relying on other countries for meat, and stated that the export of cattle and meat by the United States, for example, which in 1900 was 10.6 of the total exports of that country, had sunk by 1909 to 5.9 per cent.

With reference to the general agrarian policy of the German Empire, Dr. Delbrück stated that the price of rye was higher from 1881 to 1885 than it has been in any year since the introduction of Protective tariffs, and that the price of wheat had risen, mainly under the influence of the improvement in the manner of living, and pointed out that protection was accorded not only to agriculture but also to industry. Was it right, he added, to deduce from the fact that during the last thirty years the cost of production had increased that therefore the economic policy of the Empire was wrong?

Herr Delbrück contended that results were the only means of proving whether a policy was right or wrong, and continued: "Can it be said that a country has pursued a wrong economic policy when its national wealth has increased during the last ten years by £200,000,000, when its population has increased in the same period by about 880,000 annually, and when its population, notwithstanding that enormous growth, has found remunerative work to such a degree that emigration has almost ceased? It is also untrue that only certain classes have benefited by this state of affairs, and I would remind you that this tariff and economic policy have enabled us to spend £200,000,000 up to the year 1907 in improving the social and political condition of our working classes, several millions of which came directly out of the pocket of the Empire."

The Secretary of State also cited the well-known social economist, Richard Catter, who has calculated, as previously mentioned, that the period from 1896 to 1909 wages have increased by 37 1/2 per cent., while the cost of living of the working class has increased only by 22 1/2 per cent. He also pointed out that, although the workman might now pay more for bread, meat, &c., it was not only the price of these articles that was higher, but that their quality was considerably enhanced. Herr Delbrück also quoted Herr Adolf Wagner, who has said: "No other people has advanced during the Nineteenth Century as we Germans have, and no other people now have made such rapid progress in all classes from the highest to the lowest, from the workman to the capitalist."

"It is thus futile," concluded Dr. Delbrück, "to advance general theories of considerations against an economic policy that has so greatly advanced and benefited the German nation." He added that it would always be the endeavour of the Government to safeguard the united interests of the people as a whole.—From the Berlin correspondent of the London Post.

## MUSIC HALL WANTS MR. LLOYD.

## GEORGE IN AMERICA.

## TWICE DAILY IN THE LIMELIGHT.

The New York correspondent of the London *Daily Express* cabled on the 1st inst., as follows:—

Messrs. Colman and Harris, America's leading producers of farce and eccentric musical comedies, have cabled to Mr. Lloyd George guaranteeing him a salary of £1,000 a week if he will come to America and perform his great Limehouse act.

They offer him the use of an entire theatre, and as a special inducement, suggest that he might be able to organise a Transatlantic campaign against the House of Lords.

The text of the cablegram sent to Mr. Lloyd George is as follows:—

David Lloyd George,  
11, Downing-street, London.

Offer you now George M. Colman Theatre and guarantee thousand pounds a week support for the purpose of organising an American campaign to aid you against the Lords.

Must be twice daily from your repertoire on Limehouse lines, which is novelty here.

(Signed) COLMAN and HARRIS.

Messrs. Colman and Harris' principal play now running in New York is "Get Rich Quick Wallingford," which shows how a bold, plausible individual, with effrontery as his chief asset, can fool the people into accepting him at face value.

The managers have given me the following statement:—

"We greatly hope that Mr. Lloyd George will accept our offer to enter the American music-hall ranks under our management. The lecture platform is now being abandoned for the theatrical stage by those who possess such remarkable linguistic talents as the inventor of Limehouse."

"We can assure Mr. Lloyd George that American audiences will flock to hear his picturesque language, which is in a class by itself."

Fortune awaits his genius for invective if he will consent to demonstrate from the American stage how he does it.

"Novelty is always a great theatrical asset, and anyone who can improve on American stage would be the wonder of the theatrical season."

## MARRIAGES OF FORMER RESIDENTS IN CHINA.

## MORRIS—TREW.

Mr. Harry Morris, son of Mr. Henry Morris, of Shanghai, and Stonebridge, Sussex, was married on Thursday, the 25th ult. at the Church of the Assumption, Regent-street, to Miss Vera Samuel, daughter of Mrs. Alfred Trew, of 30, Gloucester-terrace, and Seaford, Sussex, and of the late Sir Saul Samuel, Agent-General for New South Wales. The Rev. F. Pownall took the service. The bride was given away by her stepfather. Miss E. Trew and Miss N. Morris were the bridesmaids, wearing dresses of ivory silk trimmed with lace and swan-down, and black hats relieved with touches of pale blue. Mr. E. Morris, brother of the bridegroom, was best man.

## HARTUP—GILES.

Great St. Mary's Church, Cambridge, on November 25th, was the scene of the marriage of Mr. Geoffrey Hamilton William Hartup (son of Mr. W. T. Hartup, of Sprowston Court, Norfolk, and Upland Hall, Suffolk), and Miss Kathleen Giles (daughter of Professor H. A. Giles, Professor of Chinese in the University of Cambridge).

The ceremony was performed by the bridegroom's cousin, the Rev. A. H. F. Boughie, vicar of the parish. Professor Giles gave away his daughter, who wore a dress of soft white satin, veiled with tulle and trimmed with pearls and diamonds. She was attended by two small bridesmaids, Miss Pansy Lawrence, her niece, and Master Oliver Pawle, the bridegroom's nephew, and by Miss Stella Hartup, sister of the bridegroom.

Both bridesmaids wore dresses of Cambridge blue silk crepe, in Kate Greenway style, and blue caps of white ulin, tied with blue ribbons. Mr. E. Hartup, brother of the bridegroom, acted as best man.

Among the numerous relations and friends hidden to the wedding were the Vice-Chancellor and Mrs. Scott, the Master of Corpus and Mrs. Colvin-Hutchinson, the Master of Sidney Sussex and Mrs. Smith, the Master of Magdalene and Lady Albinia Donaldson, the Master of Pembroke and Mrs. Mason, the Bishop of Ely and Mrs. Chase, the Dean of Ely and Mrs. Kirkpatrick, the Archbishop of Ely and Mrs. Cunningham, Lady Jebb, Sir George and Lady Darwin, Sir J. and Lady Thomson, Sir Robert and Lady Ball, the Public Officer and Mrs. Sandys, the Registrar and Mrs. Keynes, Canon and Mrs. Pemberton, Mr. and Mrs. Rider Haggard, Sir Peter and Lady Eade, Mrs. Sidgwick, Miss Constance Jones, the Master of Christ's, the Master of Emmanuel, the Master of Peterhouse and Mrs. A. Ward, Mr. and Mrs. Warre Maler, Captain Claude Hamilton, R.N., and Mrs. Hamilton, Mr. and Mrs. Clement Pawle, Mr. and Mrs. Adrian Lowry-Corry, Mr. and Mrs. Claude Lawrence, Captain and Mrs. H. B. B. Reed, Mr. and Mrs. Lionel Giles, Professor and Mrs. Barnes, Professor and Mrs. Burkill, Professor and Mrs. Sorley, Professor and Mrs. Skeat, Baron and Baroness A. von Hügel, Professor and Mrs. Oppenheim, Professor and Mrs. Nuttall, Professor and Mrs. Hobson, Professor and Mrs. James Ward, and the Vice-Provost of King's College.

At the conclusion of the ceremony a reception was held at the University Arms Hotel, and later in the afternoon the bride and bridegroom left for London en route for their honeymoon tour. The bride travelled in a dress of grey cloth, trimmed with grey corduroy, and a corduroy velvet hat, and she also wore a handsome set of fox furs.

## FOREIGN LOANS FOR CHINA.

The *Peking Daily News* of December 14 reports that the National Assembly met yesterday at 1.30 p.m. There were present one hundred and twenty-five members. Among the visitors were four foreigners and representatives of the Press.

The question of foreign loans contracted by the province of Kiangsu for the express purpose of liquidating outstanding debts incurred during the recent financial crisis was discussed.

The Hon. Hsu Tsiang said:—"It will be remembered that the financial crisis resultant from the rubber boom in the early part of the year has had far-reaching and disastrous effects on the business community. The amount incurred is stated to be above \$3,000,000. His Excellency Chang has been instructed to proceed to Shanghai to arrange matters in order to restore confidence in the money market. The result was the successful negotiation of a foreign loan of \$35,000,000. Now it appears that the people of Kiangsu unanimously have to accept a certain amount of responsibility for the payment of this loan. This I think is not right, inasmuch as it is a public affair and is not confined to any particular province."

The Hon. Wang Tso-jiang said:—"In this connection I may cite another instance which the officials have made use of as an excuse for the purpose of raising money. The Industrial Taofai of Shantung, for instance, established a loan from the Government by giving that the money was used for the development of industry. This is extraordinary on the part of the officials."

In reply to a question of a deputy of the Tschifu said:—"I remember two loans have been contracted, one being for \$35,000,000 and the other \$3,000,000. These loans have nothing to do with the Tschifu. His Excellency Viceroy Chang has expressly stated that repayment will be made by the province concerned."

The Hon. Yi Fung-hua said:—"There is perhaps a big mistake in the figures for the officials. Taken at 5 per cent, they would make \$500,000 on a loan of \$10,000,000!"

The Hon. Wu Ching emphasized the point of foreign Powers desiring to extend influence over a country by loaning money to that country.

After much discussion it was decided to inquire into the loan situation at the next meeting.

## PEERS v. PEOPLE IN ENGLAND.

The following interesting letter appears in *The Times*:—

Sir,—It will have been noticed that Mr. Lloyd George and Mr. Winston Churchill both suggested that the present fight is "the Peers versus the People," and one of them has maintained that it means 45,000,000 people versus 60 Peers.

In the circumstances I think it is very interesting to note the votes cast at the last General Election in England alone for and against the House of Lords. I am accepting the view taken by the Liberal Party that this was the issue at the last election:—

In England alone—

Unionist	2,669,823
Liberal	2,232,232
Labour	430,758
Socialist	34,139

Total Anti-Unionist vote ... 2,648,129

Number of electors in uncontested constituencies ... 52,556

In Unionist constituencies ... 15,832

In Liberal constituencies ... 15,832

Liberal Union Club, Dec. 2.

P.S.—The figures are more remarkable in view of the fact that many of those voting for Labour candidates would support the Unionist if no Labour candidate was in the field.

## THE MACAO REVOLT.

Following is the account of the Macao revolt officially published in Lisbon on December 1st:—

With reference to the military revolt at Macao the Minister for Foreign Affairs received last night a telegram from the Portuguese Charge d'Affaires in Peking, informing him that the reported revolt at Macao was of no importance, and that complete tranquillity reigned.

The Minister of Marine and Colonies has made the following statement:—

A number of the crew of the gunboat *Patricio*, which is anchored at Macao, accompanied by several soldiers, proceeded to the Governor's residence, intending to make him enforce the decree of October 8th, by which all the religious orders were to be expelled. Being informed, however, that the Governor had already complied with the Provisional Government's instructions, the men begged to be pardoned, a request which the Governor granted. The Provisional Government has telegraphed confirming the pardon, but has instructed the Commander of the Macao naval station to transmit to the offenders the Government's displeasure at such an unwarranted infringement of discipline.

## RING UP



FOR A CASE OF JOHNSTONE'S M.P. WHISKY

EXTRACT FROM "THE LANCET."

"OUR ANALYSIS of this Whisky indicates that the statement made in regard to it is honest, that is to say—it is Pure Malt Whisky distilled in the Pot Still. Moreover, the evidence of the palate is in favour of the statement that it is fully matured. The flavour, while malty and rich, is 'soft.' This Whisky is well adapted for Special Dietetic Purposes."

## IT PAYS

you to buy this Whisky. Each case contains a coupon, and one who holds the one selected by the Distillers is entitled to a FREE FIRST CLASS PASSAGE HOME.

H. RUTTONJEE & SON,  
1260] WINE & SPIRIT MERCHANTS

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,  
CHATER ROAD,

ARE NOW SHOWING

A VERY FINE SELECTION

OF DIAMOND

AND ENGLISH MADE

HALL MARKED

JEWELLERY

SPECIALY SUITABLE FOR

CHRISTMAS PRESENTS

ALSO A LARGE STOCK OF

MAPPIN & WEBB'S

SILVERWARE AND PRINCES PLATE

AT THEIR LONDON CATALOGUE PRICES

Plus only Cost of Transport to Hongkong.



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## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, For Account of the CONGRESSION, the 50th December, 1910, at 11 a.m. at No. 130, MACDONNELL ROAD, TOP FLOOR, HONGKONG, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE Therein Contained. On View from 28th inst. Terms—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 27th December, 1910. [1436]

## ELECTRIC MOTOR FOR SALE.

A 23 h.p. ELECTRIC MOTOR with starting switches pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements. MANAGER. Apply—HONGKONG DAILY PRESS OFFICE. Hongkong, 22nd November, 1910. [1307]

## WANTED

WANTED. BY an ENGLISHMAN, Post an Accountant, Good References and Qualifications. Outlets not objected to. Care of "Daily Press" Office. Hongkong, 17th December, 1910. [1398]

## NOTICES OF FIRMS

NATIONAL ASSURANCE COMPANY OF IRELAND. ESTABLISHED 1822.

THE Undersigned having been Appointed AGENTS for the above Company are prepared to accept Risks against Fires at Current Rates. REUTER, BRÖCKELMANN & Co. Hongkong, 19th December, 1910. [1402]

## NOTICE.

THE Undersigned, CHAN MUI SAN, who, for more than forty years, was Partner in and Manager of the SUN SHING Firm of No. 90, Queen's Road Central, has now Retired from all connection with the said Firm and has Opened his Own House at No. 23, Stanley Street, where he is Transacting Business in the same lines as formerly. CHAN MUI SAN, 23, Stanley Street. Hongkong, 2nd December, 1910. [1344]

## SAUSAGES! SAUSAGES!

OWN MAKE. DELICIOUS.

## BEEF AND PORK SAUSAGES

25 and 35 Cents Per lb.

## THE DAIRY FARM CO., LTD.

[42]

## NEW YEAR GOODS

CARDS, CRACKERS, DOLLS, TOYS, STAMPS, &amp;c.

## GRACA &amp; CO.

1131 27, DES VEXES ROAD, HONGKONG.

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT &amp; Co.

Hongkong, 26th October, 1906. [1181]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [38]

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1910. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 10th June, 1910.

## INTIMATIONS

## KOWLOON - CANTON RAILWAY.

(BRITISH SECTION.)

## NEW YEAR HOLIDAYS.

On MONDAY, January 2nd, 1911, TRAINS WILL RUN TO THE SUNDAY TIMING: Kowloon, Departure... 9.30 A.M. and 3 P.M. Lowu, Departure... 11.15 A.M. and 5 P.M. For Intermediate Stations, See Time Table.

FROM the 23rd December, 1910 and until the 8th January, 1911, both days included, the following SPECIAL FARES will be charged:

HONGKONG to	CLASS	
	1st return	2nd return
Tai Po	\$2.00	\$1.00
Lowu or FANLING (Frontier)	\$3.00	\$1.50

Tickets at the above rates, including the Trip across the Harbour both ways by STAR FERRY, may be obtained at the Star Ferry Wharf, Hongkong.

Purchasers of Second Class tickets travel First Class on the Ferry. BY ORDER. Hongkong, 20th December, 1910. [1414]

## CHRISTMAS PARCELS.

## JUST ARRIVED

LADIES and CHILDREN'S WINTER WEAR, &c.

LADIES' Golf Coats and Norfolk. Ladies' and Children's Gloves of all descriptions. Children's Jerseys and Caps, fancy style. Elegant and durable Corsets of British make, all styles; and lots of other first-class goods for winter wear.

HOOSAIN-AH & Co., No. 14, Queen's Road Central. Hongkong, 24th December, 1910. [707]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR. Hongkong, 29th October, 1910. [1229]

## FOR SALE

## FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRATA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

## MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRATA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

## ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by the MEMBERS. PRICE ——— \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

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Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1184]

## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, 2nd St. west of Central Market. Telephone No. 515. [496]

## DAVID CORSAIR &amp; SON'S

MERCHANT NAVY NAVY BOILED LONG FLAY BELLY CROWN TARTANING ARNHOLD, KARBERG & CO Sole Agents. [1404]

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## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On WEDNESDAY, the 4th JANUARY, 1911, at 10 A.M., at the NAVAL YARD CAMBER, The Pontoon Lighter "MEGOHM" together with the Fittings in One Lot as described herein.

As she now lies in Camber of the Naval Yard. The Admiralty does not guarantee the Lighter to be fit for further sea or harbour service. The Lighter may be viewed for Seven Days before Date of Sale on production of an Inspecting Order which can be obtained from the Auctioneers.

HUGHES & HOUGH, By Appointment Auctioneers to the Admiralty. Hongkong, 23rd December, 1910. [1425]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On WEDNESDAY and THURSDAY, the 4th and 5th JANUARY, 1911, at 10 A.M., each day, at H. M. NAVAL YARD, OLD and SURPLUS NAVAL and VICTUALLING STORES, Comprising:—

Old and Surplus NAVAL STORES:—ASH HOIST ENGINES, HOSES, LAMPS and LANTERNS, TOOLS, OLD IRON and METALS, ELECTRIC CABLES, BLOCKS, SEARCHLIGHT PROJECTORS, TYPE-WRITER, COAL SACKS, CANVAS CURTAINS, RAGS, OLD INDIA RUBBER, OLD LEATHER CARPETS, MATTING, OLD BOATS, FURNITURE, ROPE, MEDICAL INSTRUMENTS, &c., &c.

Old and Surplus VICTUALLING STORES:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, Officers' Mess TRAPS, (A Quantity of) ELECTRO-PLATED ARTICLES and TABLE LINEN, IMPLEMENTS, SEAMEN'S MESS UTENSILS, OAK STAVES, &c., &c. Terms of Sale as detailed in the Catalogue. HUGHES & HOUGH, By Appointment Auctioneers to the Admiralty. Hongkong, 23rd December, 1910. [1426]



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## (MITSU BISHI CO.)

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SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, KANADA, NAMAZUTA SAYO, SHINNEW and KAMUYAMADA.

SOLE AGENTS for KISHIDAKE Coals.

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AGENCIES:—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONNELL & Co. For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [574]

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

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## TO LET

TO LET. A HOUSE, in Knutsford Terrace. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [1250]

TO LET. In SHAMSHEN, BRITISH CONCESSION, CANTON. A SIX-ROOM HOUSE, situated in Central Avenue, suitable for Office and Residence. For Sale Two valuable Ground Lots, Middle Avenue. For Particulars, apply to—HERBERT DENT & Co., Canton. Canton, 22nd September, 1910. [1106]

TO LET. OFFICES, Hotel-Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 2nd February, 1910. [151]

TO LET. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 43, Yau-mai, Area 85,200 square feet, with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET. KING'S BUILDINGS. OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., LTD. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [89]

TO LET. GODOWNS, 95, 96 and 97, Praya East. Apply—CHATER & MODY. Hongkong, 7th December, 1910. [1360]

TO LET. NO. 7, UPPER MOSQUE TERRACE. Apply to—M. L. CHAN, No. 1, Lower Mosque Terrace. Hongkong, 5th December, 1910. [1355]

TO LET. NO. 21, CONDUIT ROAD, Clifton Gardens. Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House. GODOWNS, 151 to 155, PRATA EAST. OFFICES No. 2, Connaught Road, 3rd Floor. A HOUSE in Wong Nei Chung Road. OFFICES in York Building. No. 10, DES VEXES ROAD CENTRAL, 1st floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trans stop at the door. Also New EUROPEAN FLATS, adjoining the new Seamen's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [87]

TO LET. SELF-Contained FLATS, NATHAN ROAD. Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to—J. HENNESSY SETH, No. 5, Queen's Road Central. Hongkong, 1st October, 1910. [795]

TO LET. MODERATE RENTAL. HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on. Tennis Court. Apply to—ARRATON V. APCAR & Co., 14, Des Vexes Road, Central, 1st Floor. Hongkong, 28th July, 1910. [875]

TO LET. GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [994]

TO LET. NO. 3, BEACONSFIELD ARCADE, Shop. No. 25, SHELLEY STREET. 1 HOUSE, in Belilos Terrace. "EGGEBOLD," No. 114, PRATA, To Let. Furnished for one year from 15th April next. SIX ROOMS. NO. 67, PRATA GRANDE, Macao. FOR SALE.—Ten Acres, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 15th December, 1910. [91]

TO LET. GODOWN, No. 54, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [88]

TO LET. FROM 1st JANUARY, 1911. NO. 11, GAGE STREET. Eight-Roomed House with Godowns. Apply to—E. A. C. DE CARVALHO, 14, Arbutnot Road. Hongkong, 22nd November, 1910. [1306]

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WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st December, 1909 £19,875,357.

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Subscribed Capital ... 3,275,000  
Paid-up Capital ... 3,125,000  
II. Fire Funds ... 3,488,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 19th July, 1910. [788]

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DR. M. H. CHAUN. DENTAL SURGEON. 33, QUEEN'S ROAD CENTRAL. 1st FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 125. Hongkong, 27th January, 1910. [1022]

SIEN TING SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [1083]

## BANKS

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Authorized Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,378,100 (£1,031,500). Reserve Fund Fl. 2,754,338.09 (£229,523).

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum.  
6 do 3 1/2 do do.  
3 do 3 do do.

C. WOLDRING, Manager, No. 16, Des Vexes Road Central. Hongkong, 4th August, 1909. [1232]

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 6,250,000  
Reserve Fund ... Yen 2,450,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Swatow, Canton, Nagasaki, Fookow, Osaka, Keelung, Shanghai, Yokohama.

HONGKONG OFFICE: 3, DES VEXES ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOWDROW, Manager. Hongkong, 12th September, 1910. [1233]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000  
RESERVE FUND ... Gold \$3,250,000  
(about \$1,500,000.)

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LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND, LTD. THE CAPITAL & COUNTIES BANK, LIMITED.

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For 12 months 4 1/2 per cent. per annum.  
For 6 " 3 1/2 " " "  
For 3 " 3 " " "

N. S. MARSHALL, Manager, No. 9, Queen's Road, Central. Hongkong, 17th August, 1910. [1204]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STABB, Acting Chief Manager. Hongkong, 15th July, 1910. [19]

## BANKS

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000  
RESERVE FUND ... £1,900,000  
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 1/2 " for 3 " 3 " WM. DICKSON, Manager. Hongkong, 27th April, 1910. [107]

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ... Sh. Tels 7,500,000. HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Tsingtau, Kobe, Yokohama, Singapore.

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DIRECTOR DR. DISCONTI-GESSELLSCHAFT DEUTSCHE BANK S. BLEICHRODER BERLINER HANDELS-GESSELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHN JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG SAL. OPPENHEIM, JR., & Co., KÖLN. BAYEISCHE HYPOTHEKEN UND WIRTSCHAFTSBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON. THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENT DIRECTOR DR. DISCONTI-GESSELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOHN, Manager. Hongkong, 4th December, 1907. [22]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000  
SUBSCRIBED ... 1,125,000  
PAID-UP ... 562,000  
RESERVE FUND ... 285,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS: For 12 months ... 4 per cent. For 6 " ... 3 1/2 per cent. For 3 " ... 3 per cent. EVAN OMBISTON, Manager. Hongkong, 26th April, 1910. [2]

## THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000  
RESERVE FUND ... 16,660,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Tokyo, London, Osaka, Nagasaki, San Francisco, Lyons, New York, Shanghai, Honolulu, Bombay, Tientsin, Hankow, Newchwang, Dalny, Feking, Amoy, Port Arthur, Tientsin, Chiang Chuan, Mukden, Kobe.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

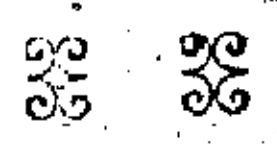
On fixed deposits for 12 months 4 per cent. per annum. " " " 6 " 3 1/2 " " " " 3 " 3 "



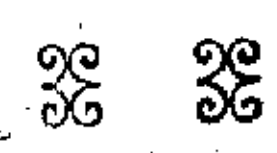
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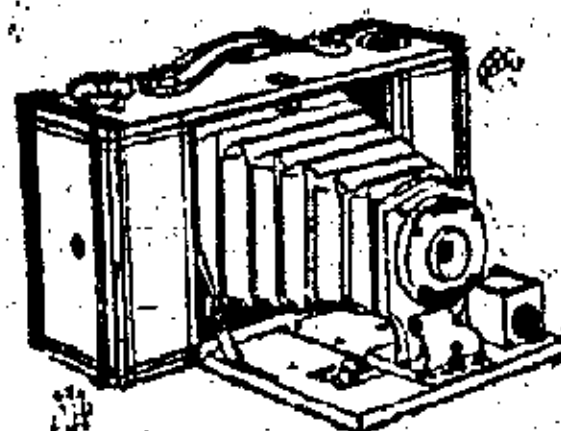


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Hongkong, 16th October, 1907.



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MUSTARD & COMPANY

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## AMERICA IN THE PHILIPPINES THE AGRICULTURAL RESOURCES OF THE ISLANDS.

(FROM "THE TIMES" SPECIAL  
CORRESPONDENT.)

The people of the United States, in the Philippines, are trustees of a richer estate than as yet they seem willing to believe. As you become acquainted with the resources and beauty of the islands, you begin to share the impatience of the American resident with the depreciation of the professional anti-imperialist of the Eastern States. The estate, it is true, is sadly neglected and undeveloped, but it has almost bewildering possibilities. Both Americans, insisting on the potentialities of the islands, and Filipino nationalists, dwelling on the blighting effects of American domination, are alike given to quoting figures which show that Porto Rico with a population only one-eighth as large as that of the Philippines, enjoys almost the same volume of foreign trade, while Cuba, with about one-quarter of the population, has a commerce nearly four times as great.

### EXPORTS AND IMPORTS.

It has already been said that the problem of the Philippines is ultimately an agricultural problem. There is promise of considerable development in gold-mining. Certain native industries, such as the weaving of the native dresses, the fast and fine hand-making, may be counted on to contribute regularly satisfactory returns to the annual export trade. The islands contain undoubted stores of valuable timber. But none of these can, in the long run, be other than auxiliary to the main source of revenue, which must be found in the cultivation of the land.

For the fiscal year 1908-9, out of a total export trade of a little over £6,000,000, more than one-half is represented by the export of hemp. Owing to the low prices ruling during the year, this was a smaller proportion than in previous seasons, when this one commodity has generally furnished nearly two-thirds of the total exports; the remaining one-third, with the exception of about £250,000, being made up of sugar, copra, and tobacco in the order named. It has been officially stated, in advance of the publication of the actual figures, that the trade for the year just closed will show an increase of not less than 25 per cent., but while some of this will undoubtedly be the result of increased production much of the improvement will probably be found to be due to the better prices obtained, notably for sugar, owing to the establishment of free trade relations with the United States. At best, the trade of the Philippines is small; and the agricultural conditions are full of perplexity.

### A NEGLECTED COUNTRY.

In addition to the above items, the staple food product of the islands is rice; but it is used for local consumption, and so far from furnishing any balance for export, the crop does not now come approximately near to supplying the needs of the inhabitants. In Spanish times it seems that the importation of rice for local use never much exceeded in any one year the value of £40,000. Since American occupation there have been times when it has been imported during the year to the value of £2,500,000. It still imports to the value of £1,000,000, and it is a depressing sight, when travelling through rich provinces like Pangasinan and Bulacan, both "home countries," in the sense that they are near Manila, to see great tracts of rice fields, which once were cultivated, now "mature" and either overgrown with the pink-flowered sensitive plant till the whole landscape looks like one vast clover field or covered with the commercially worthless six-foot-high grasses. There would be no cause for quarrel if the cultivation of rice was being abandoned for the production of more profitable crops; and in some of the islands there are, as a matter of fact, cases where land which was formerly given over to rice has been put under hemp. But this is exceptional. Speaking generally, land formerly cultivated has merely been allowed to relapse into wilderness.

Twelve years ago the Philippines were the scene of war. Until eight years ago they were kept isolated by the suppression of the insurrection, while organized brigandage, under the name of ladronismo, lingered still later. Since then the rinderpest has swept over the land, so that it has been said, without any material exaggeration, "ninety per cent. of all work animals lay down and died." The common work animal of the Philippines is the carabao or so-called water-buffalo, and the value of a carabao is now about ten times what it was a few years ago, while carabao-stealing is the most troublesome form of crime with which the Constabulary has to contend. Attempts to replenish the stock by importation of cattle of various kinds from outside have so far not been over-successful, the imported animals not only too frequently dying before becoming acclimated, but also, it is claimed, introducing new diseases by the use of anti-rinderpest serum now has the situation well in hand, so that further outbreaks of the scourge are likely to be checked before they assume serious proportions; but there are those who believe that it will be necessary to wait until nature in due course supplies the present deficiency of animals by the breeding of the existing stock.

Thus the case of many excuses to be made for the backward condition of agriculture in any part of the Philippines; but these excuses only partially explain the backwardness of the islands as a whole, for which there are other and deeper reasons. The crop which ranks second among the exports of the Philippines is, as has been said, sugar; and it would be difficult to find any part of the world to find a considerable crop being produced in such slothful and extravagant fashion as the Filipino uses in growing his sugar. It is ill-planted and badly grown; and so crude are the methods of extraction that it is said that on the average 60 per cent. of the juice is left in the molasses, or waste, while such sugar as is ultimately exported is of "the lowest degree of polarization known in commerce." It is hardly exaggeration to say that the most old-fashioned wind-power muscovado plant in Barbados is a marvel of efficiency compared to the crude methods generally employed by the Filipino sugar-planter.

The Spanish semi-feudal system, under which the peasant is little more than the serf of the cacique or local landholder, has through three centuries operated, on a people seemingly already indolent, to discourage the sense of independence, and has destroyed the sense of initiative in such slothful and extravagant fashion, that the people, in consequence, practically unmodified, remains the general condition in agricultural districts; and how it can be other than an extremely slow and arduous process to breathe a new spirit into the people and revolutionize the existing order it is difficult to see.

### THE PHILIPPINES AS AN AGRICULTURIST.

Experience in other parts of the world suggests various possible courses. First and most desir-

able would seem to be the educating and uplifting of the individual of the peasant class, so as to create a body of progressive yeomen farmers; and this is what the Government in effect is doing at present. What may be called the official policy at present is to begin by planting as large a number of individual farmers as possible on small independent holdings, a process made particularly difficult by the present faulty condition of all surveys, already referred to, and the uncertainty of titles. Concurrently with this process is going on the work of road-making, so that the farmer can be induced to labour or to a rural life. Secondly, a large proportion of the natives are physically incapable of hard or sustained labour. Investigations have shown that in many districts a simply appalling number of them are infected with intestinal parasites of a singularly disagreeable nature, which so sap their vitality as to render them positively unfit to do the work of an able-bodied man. This case may be largely remedied in another generation by more healthy living, and especially by the substitution of artesian or other pure water for the present surface waters which constitute the common drinking supply. But this again is a slow process. One may hear, nor is it altogether a just, how in some of the islands the natives will cultivate only the steeper slopes of the hills, where planting, hoeing, and weeding can be done without stooping.

### NOT A WHITE MAN'S COUNTRY.

An alternative course suggests itself in the possibility of the introduction of American capital and American, or white, planters and agriculturists, who would themselves develop their own land and at the same time furnish object lessons to the Filipino. But it has some to be accepted as a maxim that it is not a country for the white man to be agriculturist. Certainly there have been conspicuous examples of failure among Americans who have started hopefully to make a career for themselves as Philippine planters. No less certainly, however, there are now not a few cases where the new-comers appear to be in a fair way to achieve success. Nor does it seem that there should be anything in the climatic or other conditions which make planting in the Philippines materially different from a similar life in, for instance, the West Indies. The West Indian negro landholder may be more ready to respond to the example of his white neighbour than is the Filipino. He may also be a more satisfactory labourer. But neither fact can be held yet to have been fairly demonstrated; and it is curious that Filipinos are actually being imported as labourers into the Hawaiian Islands, where they seem to hold their own fairly in competition with Japanese and Portuguese as well as the native Hawaiians. One is tempted to suspect that failure in the Philippines have rather been due to the inexperience of settlers accustomed to the widely different circumstances of farming in the United States than to any insuperable difficulties in the conditions themselves. Meanwhile, herein as in other things, there enters the doubt of the permanence of American rule. It is not easy to secure outside capital for investment in agriculture in a land where the political future is as uncertain as it is in the Philippines.

### THE IMPORTATION OF ASIATIC LABOUR.

The third obvious way to develop the resources of the country would be by the introduction of alien and presumably indentured labour. Official opinion is just now opposed to any such introduction. Chinese exclusion, or more particularly the deportation of certain individual Chinese, is at the moment one of the lively political topics of the day; and it seems unwise to run the risk of the Asiatic sentiment of California and the Pacific Coast should be so strongly reflected in the Philippines, where the conditions are widely different. There is a strong undercurrent of sentiment in the commercial community in favour of the importation of some kind of Asiatic labour on a large scale. The feeling against the Chinese does not extend in the same degree to the natives of India, and if what was now going on in, for example, Trinidad and British Guiana was better understood in the Philippines it is likely that we should soon see the native labour of India being imported on a large scale.

It must seem at best to be a long time before the Filipino shows such improvement as to be a rival to the Asiatic labourer as to do anything like justice to the possibilities of his country. Filipino labour, under careful management, has been found excellent in certain industrial operations, and consequently in railway work, but it has not yet been made to give satisfaction in agriculture on any large scale. To one who does not share the Pacific Coast prejudice it seems as if the importation of some Asiatic, and for preference Indian, labour in the near future was almost a necessity.

### WEATHER REPORT.

On the 27th at 11.55 a.m.—The barometer has risen considerably in Japan, the depression having moved away over the Pacific.

Pressure has given way again in Vladivostok, another depression having appeared over Manchuria.

The highest pressure is shown over the Yangtze valley and the E. stern Sea. Fresh to strong monsoon may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood	N. winds, fresh; fine.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamooka.	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

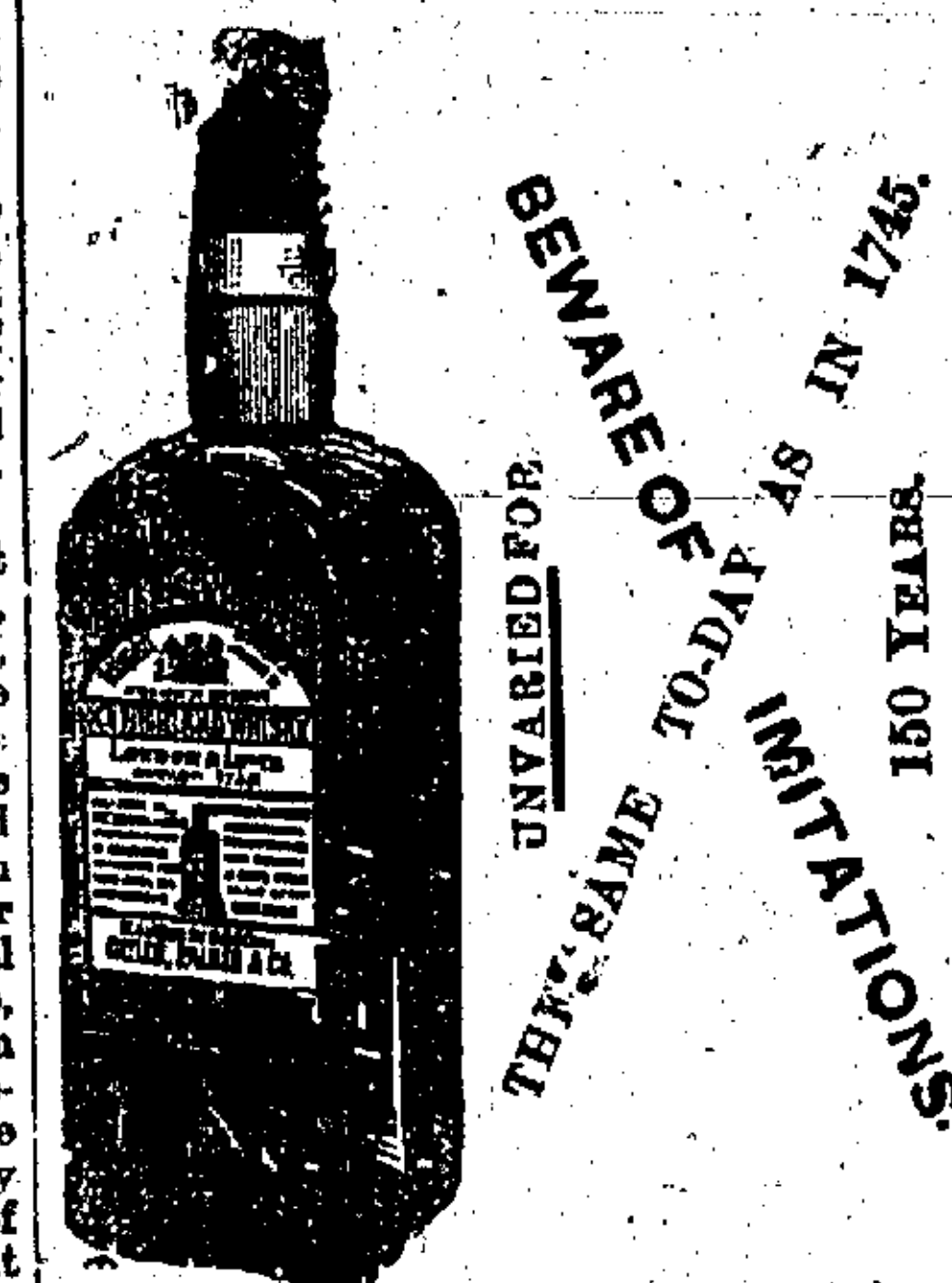
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SOLE AGENTS IN HONGKONG:  
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Sole de Carles. Cures Dyspepsia and 98 per cent. of Diseases of the Stomach and Intestines, gastric and enteric.

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FOR THE HAIR  
Is the Best Preparation you can use.

WHY?  
BECAUSE without it the Hair becomes dry, thin, and brittle, and this is the nearest approach to the natural oil in the Hair, the loss of which causes baldness.

BECAUSE you must keep the Hair well nourished and not dry, or you will soon lose it.

Ladies require it to keep the Hair soft and silky.

Men require it to prevent baldness.

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## KEATING'S LOZENGES

Really Cures THE WORST COUGH  
One given cures. An increasing sale of over 50 years is a certain test of their marvellous value.  
Sold in bottles everywhere.

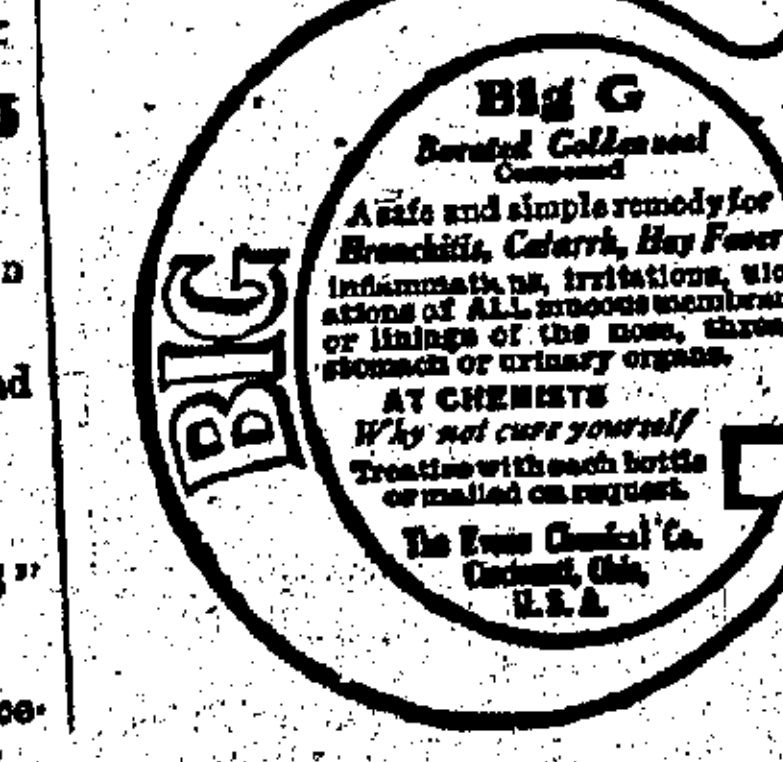
## APIOLINE (CHAPOTEAUT)



## LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal. CHAPOTEAUT, 8, rue Vivienne, Paris. Sold by all Chemists.

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Big G Balm  
Aids and simple remedy for Rheumatism, Catarrh, Hay Fever, Indigestion, etc. Irritation, swelling, etc. of the nose, throat, or any other organ.

## NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, via Suez, "China."

From Australia via Suez, "Mo'davia."

From Persian Gulf, via Suez, "B. I. S. N."

From B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 28th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd December, 1910.

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO, LEITH, HULL, LONDON, AND SINGAPORE.

THE Steamship

"GLENLOCHY."

Captain E. J. Snell, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before 1 p.m. To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 31st inst., at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 25th December, 1910. [1435]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

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THE THERAPION No. 50



Rain .....	-	-	-
Highest open air Temperature on 26th .....	70	70	70
Lowest open air Temperature on 26th .....	50	50	50

Tamar, receiving ship, 4,680 tons, 6 guns, Commodore Byres, Hongkong.	Rain .....
Teal, river gunboat (182 tons), 2 guns, 11 h.p. 600. " (Jiang-Kong) Comdr. E. J. (Hutchinson), Yangtze.	Highest open air Temperature on 26th...
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai.	Lowest open air Temperature on 26th...

100



## THE YOUNG REVOLUTIONARY.

[BY DION CLAYTON CALTHROP IN THE "DAILY TELEGRAPH."]

"My son," said the Benevolent Gentleman, cutting the end of a cigar, "you are to become a Politician."

"Yes, father," replied the Dutiful Child, "I will be a Member of Parliament."

"You are to become One of our Peers," the Benevolent Gentleman continued, "and I shall be proud to have you sit in the House of Lords."

"I should like to be that, father," the Dutiful Child answered.

"I will teach you," said the father, lighting the cigar and sitting in his comfortable chair.

"I desire nothing," replied the Truthful One.

"Have you young lads?" the father inquired.

"The Clergy had gone to a meeting," the Dutiful Child said, "and I have been thinking of you."

"Excellent," said the father, taking a glass of Benedictine. "That will carry you far."

"How far, father?"

"I should like to be a Member of Parliament," the Dutiful Child said.

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"I should like to be a Member of Parliament," the Dutiful Child said.

"I suppose you are very successful," said the boy.

"I appeal to the imagination," he answered. "I could do it just as well on the other side—better, I think. They have all the advantages, all the things that Englishmen really love, the ancient towns, the old ruins and castles, the carefully tended estates, all the things England has fought for, spent her children's blood to acquire. A Constitution built of brains and bravery. How well I could use all that for catch phrases. But I don't belong to the class," he said savagely, "so I have to fall back on my native wit. There, that is weakness. Now, my son, leave me to my second cigar, and learn these phrases I have written out for you, they will be useful. And remember my rule—If anyone asks you a serious question and you can't find a way out of it make fun of it, make fun of anything, get your laughs and your tears and you'll get your power. So here are the phrases. 'This cancer at the heart of England. The ancient glories crumbling to decay. If you can't get them to listen to you break their windows. Are we to live at the mercy of a handful of hunting Squires? There are plenty more there, my boy.'"

"Thank you, father," said the boy, taking the paper and making his way to the door.

"That's right, my lad. And now when you grow up you will become a rich man."

"Father," said the Ever Truthful One from the doorway. "I think I'd like to be a Conservative."

Then he slammed the door quickly and looked it on the outside. There was no need for this precaution, however, for at the word "Conservative" his father had fainted.

## BARCLAY, PERKINS' FAMOUS LONDON STOUT.



The Leading Brand in ENGLAND. The best that can be obtained. SOLD EVERYWHERE.

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PASSENGERS. ARRIVED. Per *Albatross*, from Australia, Mr. Brown, Mr. Cobles, Mr. Hodkins, Mr. and Mrs. Brown. Per *Prinz Ludwig*, for Hongkong, from Yokohama, Mr. Böhler, Mr. W. C. Fow, from Kobe, Mrs. J. Spörberg, Mr. and Mrs. Kuer, Mr. S. Besso and Mr. T. Nori; from Tsingtan, Mr. Pfeiffer, Dr. Fischer and Mr. Haupt, Kaiser; from Shanghai, Sir Havilland and Lady Saunders, Mr. M. Blum, Mr. R. Klein, Mr. Rieger, Mr. Decker, Mr. Schneider, Mr. J. Fornby, Miss Rewell, Mr. and Mrs. Tobias, Mr. Jacobin Konstantin, Mr. and Mrs. J. Romberg, Mrs. A. Streletskaja, Mr. E. Jonat and Mr. P. Folk.

STEAMERS PASSED THE CANAL. December 2nd—*Gladius*, Nubia, Slavonia Stenior, Indravelli, 6th—*Bondary*, Pathan, 9th—*Buclov*, 13th—*Dioned*, Kamo Maru, Lothian, Miyazaki Maru, Sazonia, Segovia, Teenkai, 16th—*Benedict*, Borneo, Yangtze, Buffalo, 20th—*Benedict*, Canada, Kureck, Kanagawa Maru, Kantonpouther, 23rd—*Orkney*, 25th—*Orkney*, 27th—*Orkney*, 29th—*Orkney*, 31st—*Orkney*, 1st—*Orkney*, 3rd—*Orkney*, 5th—*Orkney*, 7th—*Orkney*, 9th—*Orkney*, 11th—*Orkney*, 13th—*Orkney*, 15th—*Orkney*, 17th—*Orkney*, 19th—*Orkney*, 21st—*Orkney*, 23rd—*Orkney*, 25th—*Orkney*, 27th—*Orkney*, 29th—*Orkney*, 31st—*Orkney*, 1st—*Orkney*, 3rd—*Orkney*, 5th—*Orkney*, 7th—*Orkney*, 9th—*Orkney*, 11th—*Orkney*, 13th—*Orkney*, 15th—*Orkney*, 17th—*Orkney*, 19th—*Orkney*, 21st—*Orkney*, 23rd—*Orkney*, 25th—*Orkney*, 27th—*Orkney*, 29th—*Orkney*, 31st—*Orkney*, 1st—*Orkney*, 3rd—*Orkney*, 5th—*Orkney*, 7th—*Orkney*, 9th—*Orkney*, 11th—*Orkney*, 13th—*Orkney*, 15th—*Orkney*, 17th—*Orkney*, 19th—*Orkney*, 21st—*Orkney*, 23rd—*Orkney*, 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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI..... Capt. A. G. Cubitt, R.N.R.	About 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NUBIA..... Capt. F. J. Fox	About 1st Jan.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	CEYLON..... Capt. A. E. A. Baker	About 2nd Jan.	Freight only
SHANGHAI	DELTA..... Capt. B. W. H. Snow	About 6th Jan.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA..... Capt. H. Powell	Noon, 7th Jan.	See Special of Call

For Further Particulars, apply to  
E. A. HEWETT, Superintendent  
Hongkong, 27th December, 1910

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA".....	On 29th Dec., 4 P.M.
HAIPHONG	"CHIHU".....	On 31st Dec., Noon.
IOLO & CEBU	"SUNGKIANG".....	On 3rd Jan., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN".....	On 13th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANTU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior passenger-accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.  
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINEUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.  
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.  
FARE, \$45 SINGLE and \$80 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 28th December, 1910  
BUTTERFIELD & SWIRE, AGENTS [10]

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS  
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

# SWATOW, AMOY AND FOCHOW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING".....	Capt. W. C. Passmore	SATURDAY, 31st Dec., at 3 P.M.
"HAITAN".....	Capt. J. W. Evans	TUESDAY, 3rd Jan., at 11 A.M.

Occupying 9 to 10 Days.  
\* The s.s. "Haiching" will not call at Swatow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage apply to—  
DOUGLAS, LARRAIN & CO., GENERAL MANAGERS,  
Hongkong, 24th December 1910.

# SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
For Freight and Further Particulars, apply to  
TELEPHONE No. 171.  
OLOF WIJK & CO., CHINA AGENTS, AKTIEBOLAG.  
Hongkong, 13th December, 1910.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG".....	Friday, 30th Dec., Noon.
SANDAKAN via JESSELTON	"MAUSANG".....	Friday, 30th Dec., Noon.
MANILA	"LOONGSANG".....	Saturday, 31st Dec., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG".....	Friday, 6th Jan., Noon.
MANILA	"YUENSANG".....	Saturday, 7th Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG".....	Tuesday, 10th Jan., Noon.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.  
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.  
\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
\* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
\* Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uman, Jesselton and Labuan.  
Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD.,  
Hongkong, 27th December, 1910. GENERAL MANAGER [14]

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI  
RUSSIAN EAST ASIATIC CO., LD.,  
ST. PETERSBURG & VLADIVOSTOK

# PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN".....	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM".....	About middle of Jan.

For Further Particulars apply to  
MELOCHERS & CO., AGENTS.  
Hongkong, 5th November 1910 [6]

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.  
Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.  
NEXT SAILINGS FROM HONGKONG:  
OUTWARD.  
FOR SHANGHAI, KOBE and YOKOHAMA:  
S.S. SLAVONIA ... 30th Dec.  
S.S. SEGOVIA ... 12th Jan.  
S.S. SAMBIA ... 28th Jan.  
S.S. SILESIA ... 10th Feb.  
S.S. PREUSSEN ... 27th Feb.  
S.S. RHEINFELS ... 12th March  
For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 27th December 1910. [11]

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).  
S.S. KIYO MARU ... 11,200 tons gross ... Sail Feb. 18th, 1911.  
S.S. BUYO MARU ... 10,500 " ... April 19th, 1911.  
For particulars apply to  
K. MATSUDA, Manager.  
TOYO KISEN KAISHA, King's Building.  
Hongkong, 26th November, 1910. 4031

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).  
TRANS-PACIFIC SERVICE.  
Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec., at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"		TUESDAY, 10th Jan., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express-connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU"	WED'DAY, 28th Dec., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings  
S. HIROI, MANAGER  
708

# PHILIPPINES S.S. CO.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	E. Rice	Manila, Cebu & Iloilo	On 28th Dec., 4 P.M.
RUBI ...	4000	S. Crosby	Manila, Iloilo & Cebu	On 11th Jan., 4 P.M.

For Freight or Passage apply to  
SHEWAN, TOMES & Co., General Managers.  
PHILIPPINES S.S. Co.  
Hongkong, 23rd December, 1910 [12]

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,  
DEPOT: 55 & 57, DES VUEX ROAD.  
[675]

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIKINI .....	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJILIWONG .....	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIBODAS .....	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIMAH .....	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJILATJAP .....	JAVA	Second half of Jan.	JAPAN	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.  
For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.  
York Buildings, 1st Floor.  
Hongkong, 22nd December, 1910. [16]

# NIPPONYUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS	STEAMERS	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 4th Jan., at Daylight
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 18th Jan., at Daylight
	HITACHI MARU Capt. N. Mathieson	7,000	WED'DAY, 1st Feb., at Daylight
	SADO MARU Capt. S. Hirotani	7,000	SATURDAY, 3rd Dec., from Kobe
VICTORIA, B.C. & SEATTLE	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 3rd Jan., at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 31st Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 20th Jan., at Noon
	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 17th Feb., at Noon
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 3rd January
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Mami	9,000	THURSDAY, 5th Jan., at 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 10th January
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WED'DAY, 18th Jan., at Noon

\$ Printed with New System of Wireless Telegraphy. \* Cargo only. \* Carries Deck Passengers.

# PASSENGER SEASON, 1911.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYAZAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y. 550.00
ITO	7000	15th "	" " " 2nd Class S 350.00
HIRANO	9000	29th "	" " " 1st Class S 500.00
TANGO	8000	12th April	" " " 2nd Class S 350.00
KAMO	9000	26th "	" " " 1st Class S 550.00
AKI	7000	10th May	" " " 2nd Class S 350.00
MISHIMA	9000	24th "	" " " 1st Class S 550.00
Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	" " " 2nd Class S £21
AWA	7000	23rd May	To London via New York: 1st Class S £59

For further information as to Freight, Passage, Sailings, etc., apply at 13-125]  
T. KUSUMOTO, MANAGER.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & CO.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
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FOREIGN MONIES exchanged.  
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32, WATTE STREET, YOKOHAMA.  
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